



STAFF REPORT

DATE: NOVEMBER 6, 2012
TO: HONORABLE MAYOR AND CITY COUNCIL MEMBERS
FROM: ROD FOSTER, CITY MANAGER
PREPARED BY: BILL SMITH, DIRECTOR OF COMMUNITY SERVICES
SUBJECT: SANTA ANA RIVER TRAIL SIGNAGE & PUBLIC ART POLICIES

RECOMMENDED ACTION

It is recommended that the City Council approve the Minimum Sign Guidelines and Public Art Policy for the Santa Ana River Trail (SART), as drafted by the SART Technical Advisory Committee.

GOAL STATEMENT

The proposed action will support the City's goal to be a vital part of the community through interaction & partnership, and to provide facilities which are inviting, organized, well-supplied, in good repair, and safe.

BACKGROUND

The Santa Ana River Trail (SART) is a collaborative effort between the Counties of San Bernardino, Riverside, and Orange, as well as all local jurisdictions along the SART, to provide a Class One bike trail, along the Santa Ana River, from the San Bernardino Mountains, to the Pacific Ocean in Huntington Beach. The SART is complete in the City of Colton, and spans approximately 6-7 miles along the south edge of the Santa Ana River through the center of Colton. The Technical Advisory Committee (TAC) for the SART, consists of staff professionals from interested agencies along the SART. Colton is represented on this committee by the Director of Community Services.

With a majority of the SART completed, the TAC has set forth to set standards for signage and public art, so as to provide a uniform "look" along the SART. The TAC is seeking the approval of all jurisdictions to ensure this uniformity. The attached Minimum Sign Guidelines and Public Art Policy have been drafted by the TAC with the input of agencies throughout the jurisdiction of the SART, and the policy has been reviewed by staff.

These draft policies have been distributed for comment to the Colton SART Committee, and the policies were approved by the Colton Recreation & Parks Commission at its meeting of September 19, 2012.

ISSUES/ANALYSIS

Upon approval of these policies, staff will ensure that all signage or public art to be incorporated into the SART within City limits complies with these policies. This approval is especially timely for Colton, given the recent construction of the SART Staging Area, in partnership with the County of San Bernardino, at La Cadena & Tropica Rancho Avenues.

FISCAL IMPACTS

There is no fiscal impact as a result of these policy approvals.

ALTERNATIVES

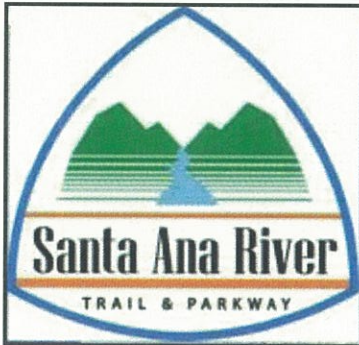
1. Provide alternative direction to staff.

ATTACHMENTS

Santa Ana River Trail Minimum Sign Guidelines
Santa Ana River Trail Public Art Policy

Santa Ana River Parkway

Minimum Sign Guidelines



October 2011

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SANTA ANA RIVER PARKWAY MINIMUM SIGNAGE GUIDELINE

Background

The Santa Ana River Technical Advisory Committee (TAC) has prepared a draft Minimum Sign Guideline (Guideline) for use along the Santa Ana River Parkway. The Guideline was prepared at the request of the Santa Ana River Policy Advisory Group (PAG). The Guideline includes information from local agencies and from other sign guidelines.

Purpose

To communicate important Wayfinding, Interpretation, Safety and Regulation and Branding information about the Santa Ana River Parkway through cost-efficient methods agreeable to the Santa Ana River Parkway Partners.

Goals

1. Create a Guideline which unifies and recommends Wayfinding, Interpretation, Safety and Regulation and Branding signs for use along the Santa Ana River Parkway.
2. Adopt the draft Guideline
3. Implement the Wayfinding portion of the Guideline as a first step.

Tasks

1. Develop minimum Wayfinding, Interpretation, Safety and Regulation and Branding signs with emphasis initially given to Wayfinding signs.
2. Expand the Guideline to include additional Interpretation, Safety and Regulation and Branding signs in a subsequent revision.
3. Recommend a modular sign system that is readily available, easily implemented, expandable and inexpensive.
4. Remove old or outdated Parkway signs as appropriate

WAYFINDING

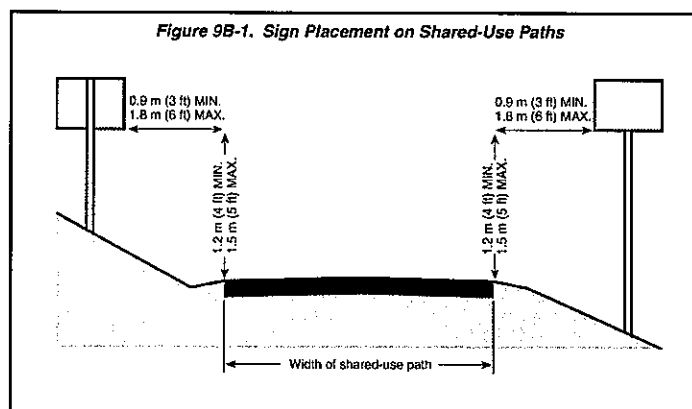
NAME SIGNS

Wayfinding signs are an important device to convey key information to Parkway visitors. Signs can direct, place emphasis, inform and warn. Signs can also create a sense of place and create value and significance.

Wayfinding name signs should clearly identify the Santa Ana River Parkway and its Riding and Hiking Trail and Class I (off-road paved) Bikeway. Name signs are commonly placed on vertical posts with a sign affixed to its top. Another option is to affix the name sign (as a sticker) on the post itself. Stickers affixed to sign posts (on 2 or more vertical edges) allow signs to face bicyclists from multiple directions.

Signs should be located where the visitor enters the Parkway right-of-way and begins to interact with other trail users. Name signs should be installed at least 3 feet from the edge of the trail or bikeway.

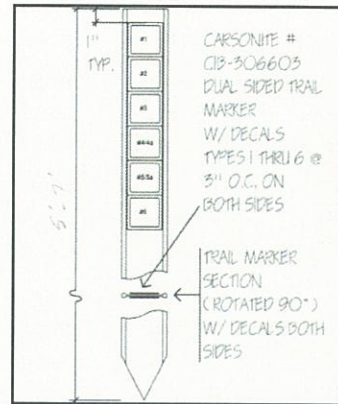
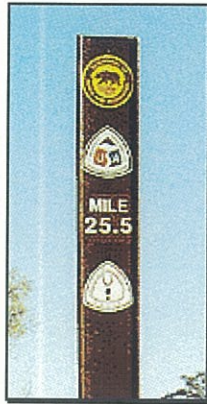
Suggestion #1: Install name signs at locations just outside of the Parkway right-of-way and into other public right-of-way as a way to suggest an alternative route of travel. Signs may be placed where road right-of-way adjoin Parkway right-of-way and/or along road right-of-way as cyclists approach the connection to the Parkway (similar to signs used to alert motorists to an approaching road intersection.)



Suggestion #2: Consider a modular sign post that addresses:

- Post and materials
- Signs and stickers
- Wording and information order
- Sign Placement
- Durability
- Easily obtainable sign materials and processes to install and maintain.

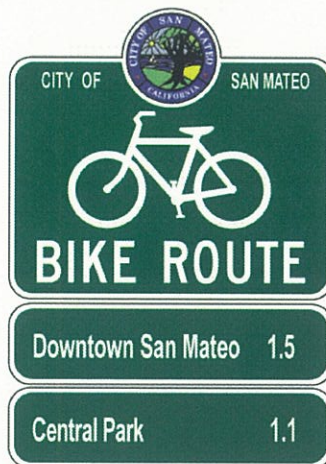
Examples of Flexible Sign Posts and Decals



Optional Name Sign Treatments

Option #1:

In the future consider using color and symbols (combined) to further emphasize the Parkway name and user location along the Parkway. Limit the types of signs to reduce cost. An example of a bikeway sign from San Mateo, California is below.



MILEAGE MARKERS

Mileage Markers can provide the following benefits:

- Designate where users can enter and exit the Parkway,
- Identifies the path of the bikeway and trail
- A point or destination along the Parkway
- Useful to plan rides and hikes
- Measure distance between 2 or more points
- Serves Parkway operators
- Wayfinding for emergency service staff

Mileage Markers should have the following characteristics:

- Visible and easy to read from the surrounding space
- Accurately placed (beginning at a fixed point along the Parkway)
- Installed at regular intervals (between $\frac{1}{4}$ and $\frac{1}{2}$ mile) and where users may be expected to stop and rest
- Contain useful information organized in a uniform manner
- Of a height and scale to not be a hazard.
- Include features (such as a reflective surfaces) that allow the marker to be seen day and night
- Easy to maintain and to replace
- Made of readily available materials that are durable and economical.

Develop a Sign Post Template (see Mileage Marker and Sign Post Templates) that addresses:

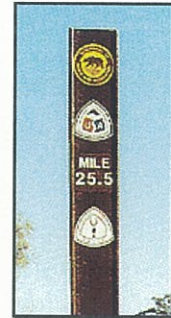
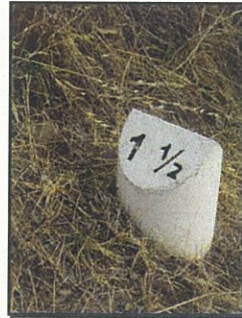
- Acceptable public uses of the Parkway
- Post shape
- Seals and Logo
- Mileage Number
- Installation

Suggestion #1: Prepare a map of the Mile Markers as part installation. The map will identify marker sites (estimated to be about 250 to 300) with unique mileage designations.

Suggestion #2: Coordinate the following Mileage Marker activities:

- Agreement on a modular post and sign palette
- Purchase of posts, stickers, and other sign materials
- Installation of the signs along the river
- Removal of unnecessary posts and signs

Examples of Mileage Markers



Optional Marker Treatments

Option #1: Use color and symbol codes (if useful) to emphasize the user's location along the Parkway.

Option #2: Use 2 or 4 sided posts to communicate multi-directional travel information.

Option #3: Consider painting a bar across the bikeway that corresponds to the location of the marker as a way to highlight the post.

MAP AND EXHIBIT SIGNS

Prepare regional and local maps of the Parkway. Regional maps should include the entire Parkway. Local maps should depict sections of the Parkway with sufficient detail of the surrounding area. Parkway maps should be designed to serve:

- The widest visitor population.
- Parkway staff and their contractors
- Emergency services staff
- Other stakeholders

Parkway maps should be easy to read, accurate, allow visitors to find their position, show destinations and features along the Parkway and occur at regular intervals. Parkway maps should contain the following information:

- Entire Parkway as the primary map or as an insert to a map
- Parkway information where the exhibit is located
- Agency jurisdictions
- Key staging and entry points to the Parkway
- Major destinations along the Parkway - parks, commercial, educational and residential areas.
- Provide information where to download Parkway maps

Parkway maps should be located at:

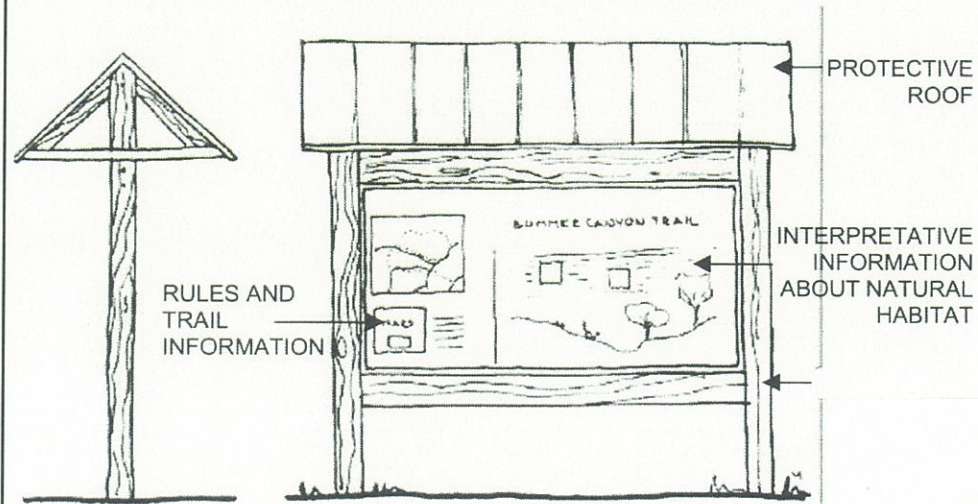
- Intersections with other local and regional trails and bikeways
- Parkway end points and key entries to cities and communities as requested by each Partner.
- Staging and major rest areas.
- Significant interpretative features (as needed)
- Where visitors can safely pull off the bikeway to access and read the map.

Parkway maps should be designed to also include:

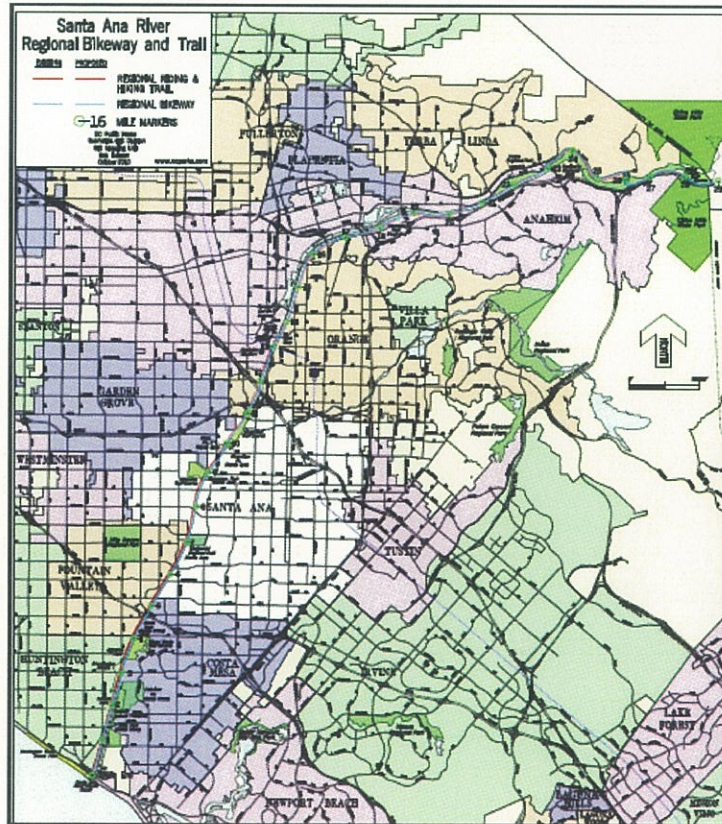
- Disabled parking
- Step-free access points
- Facilities for those with disabilities.
- Scan-able icons to download a regular and large-print version of the Parkway map

Suggestion #1: Consider developing a Parkway Kiosk Template (example below)

Typical Kiosk / Bulletin Board Sign (Conceptual Only, Final Design Will Vary)



Example of a Parkway Map with mileage



REGULATORY SIGNS

Regulatory signs impart official information about permitted uses and activities within the Parkway. Regulatory signs are commonly located at entrances to the Parkway (mostly at intersections with public roadways), staging lots and information kiosks.

Regulatory Signs:

Rules and Regulation: Explain the operation and use of a facility including information about the operator, hours of operation and approved uses. Seals or logos often accompany this type of sign. (See Template for larger example)



Yield/Courtesy: Identify acceptable Parkway uses and user right-of-way.

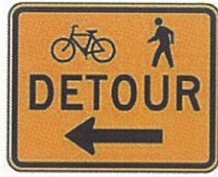


Animal Ordinance: Consider unifying the different animal control signs into one sign in a subsequent amendment to the Guideline.

Closure/Detour: These signs inform the user about a change to the public's use of the Parkway when:

- There is a closure or interruption of the public's use of the Parkway
- Alternative routes are available through or around affected areas.





M4-9a



M4-9c

Regulatory signs should be installed where the visitor enters the Parkway right-of-way and where the adopted rules and regulations apply. Sign posts should be installed a minimum of 3' off the edge of the trail or bikeway tread.

Suggestion #1:

Compare existing Rules and Regulations signs of the Parkway partners. Possible differences may include:

- Seasonal operating hours
- Acceptable activities within the Parkway
- Use of paved and soft treads by different users
- Sections of the Parkway where only the trail or bikeway are open and both groups must share a single path.

Suggestion #2:

Consider developing a Minimum Regulatory Sign Template to be used by the Parkway partners (see Regulatory Sign Template). Consider adopting one or two Minimum Regulatory Signs that:

- Are uniform in appearance and content
- Provide key information
- Made of inexpensive and readily obtainable sign materials which are easy to install and maintain.
- Can be modified or expanded

Suggestion #3:

- Consider including Rules and Regulations information in the Parkway kiosk.

Optional Regulatory Sign Treatments

Option #1: Use colors and symbols to highlight the Parkway's rules and regulations where emphasis is needed.

Option #2: Consider a sign template which groups signs to reduce cost and clutter

Option #3: Design a Regulation Sign to also include the Parkway logo and local seal

ARTERIAL ROADWAY NAME SIGNS

Roadway name signs are an indispensable type of guidance sign common to every highway system in the nation. As the popularity of cycling grows roadway name signs can provide the same location and decision-making benefit for the non-motorized Parkway user.

Arterial Roadway Name signs would be used to identify arterial highways which overcross the Parkway. Roadway signs are popular and often requested by cyclists.

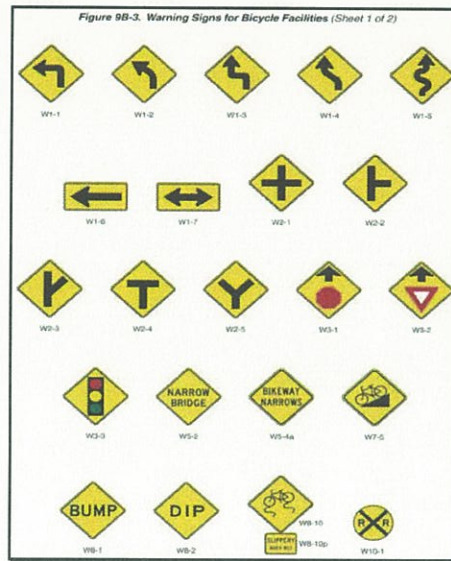
Roadway name signs should be prominently displayed on the upstream and downstream sides of a bridge soffit (2 signs per bridge). Lettering should be sufficiently large to insure cyclists can easily read the signs before reaching the undercross.

Suggestion #1: Develop an Arterial Roadway Name Template employing large, reflective lettering.

PARKWAY CONDITION AND PUBLIC SAFETY SIGNS

Safety signs call attention to those areas of the Parkway where additional information is to be provided to the visitor. Safety signs alert users to:

- Route conditions (such as a curve, a climb or descent)
- Shared use (where trail and bikeway merge)
- Edges or seams in the tread
- Transitions to a bridge or other crossing or from concrete pavement to asphalt



Safety Signs: Alerts users to locations where:

- The Parkway is not open for public use (the channel invert or a plant restoration area)
- Riders are asked to slow (such as a narrow area)
- Line of sight is reduced (at undercrossings)
- The Parkway is in need of repair or maintenance
- The Parkway is closed or is detoured

Condition and Safety signs installation sites: Should be located at or near the site where the information is needed and on the approach to the site (if advance notice is needed.)

Suggestion #1: Condition and safety signs should be easy to identify and read. Consider colors that are appropriate such as yellow or other strong color.

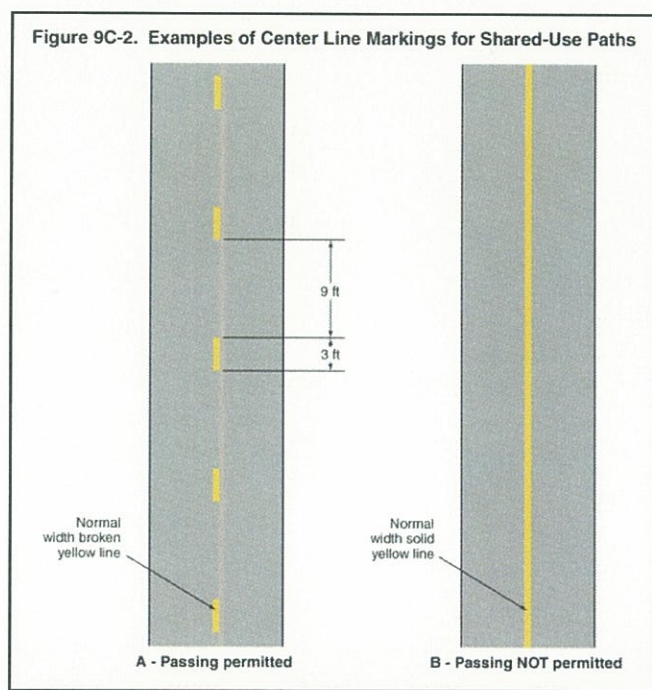
Suggestion #2: Limit Condition and Safety signs to only those areas where additional information is needed.

BIKEWAY MARKING TEMPLATE

Background: These markings denote bidirectional travel and provide information for turning, passing and crossing maneuvers.

Bikeway Marking: Where shared-use paths are of sufficient width to designate two minimum width lanes, a solid yellow line may be used to separate the two directions of travel where passing is not permitted, and a broken yellow line may be used where passing is permitted. Broken lines should have a 1-to-3 segment-to-gap ratio. A nominal 0.9 m (3 ft) segment with a 2.7 m (9 ft) gap should be used. If conditions make it desirable to separate two directions

Striping sites: Bikeway markings should conform to the Caltrans Highway Design Manual Chapter 1000. Chapter 1000 refers the reader to California Manual on Uniform Traffic Control Devices for Streets and Highways.



Suggestion #1: Adopt a uniform Bikeway Marking Template

Suggestion #2: Strip both edges of the Class I Bikeway with a 4" wide reflective white line to identify the edge of pavement.

MAINTENANCE

Condition: Maintain Parkway signs, markers and kiosks in a manner that:

- Establishes the Parkway theme
- Wayfinding signs are up-to-date
- Provides sufficient Wayfinding information for the Parkway visitor

Inspection: Inspect Parkway signs annually (or more regularly as needed) as part of routine service.

Repair: Repair or replace damaged signs as soon as possible. Keep a supply of signs for easy replacement.

Routine Maintenance: Replaces missing or damaged signs, posts, cleans signs and replaces stickers or reflective decals. Inspect all Parkway signs annually. Keep a 20-30% stock of replacement signs until a pattern of replacement is established.

Remedial Maintenance: Where a majority of Parkway signs are upgraded or replaced.

GLOSSERY

Wayfinding - Methods used to arrange indicators to guide people to their destinations.

Sign Post – A post that bears a sign showing the way along a route or path

Mile Marker – A post or sign that indicates miles measured from a fixed point along a route or path.

Miles in County (aka postmiles) – Miles beginning at zero at the western or southern end of the parkway or at the western or southern boundary of the county through which the route is traveling. Mileage increases as you travel north or east and then restarts at zero at the next county line.

Miles from Ocean – Miles beginning at zero at the point where the Santa Ana River Class I Bikeway travels upstream from the Pacific Ocean.

Kiosk - A small structure with one or more sides used to post information.

Bikeway – A designated place for bicycle passage

Parkway – A broad landscaped thoroughfare

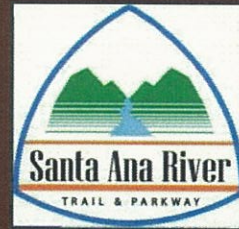
Riding and Hiking Trail – A recreational route or path

Santa Ana River Trail & Parkway Mileage Marker Information Template

Face
View

Edge
View

Parkway Logo



Trail Courtesy Logo



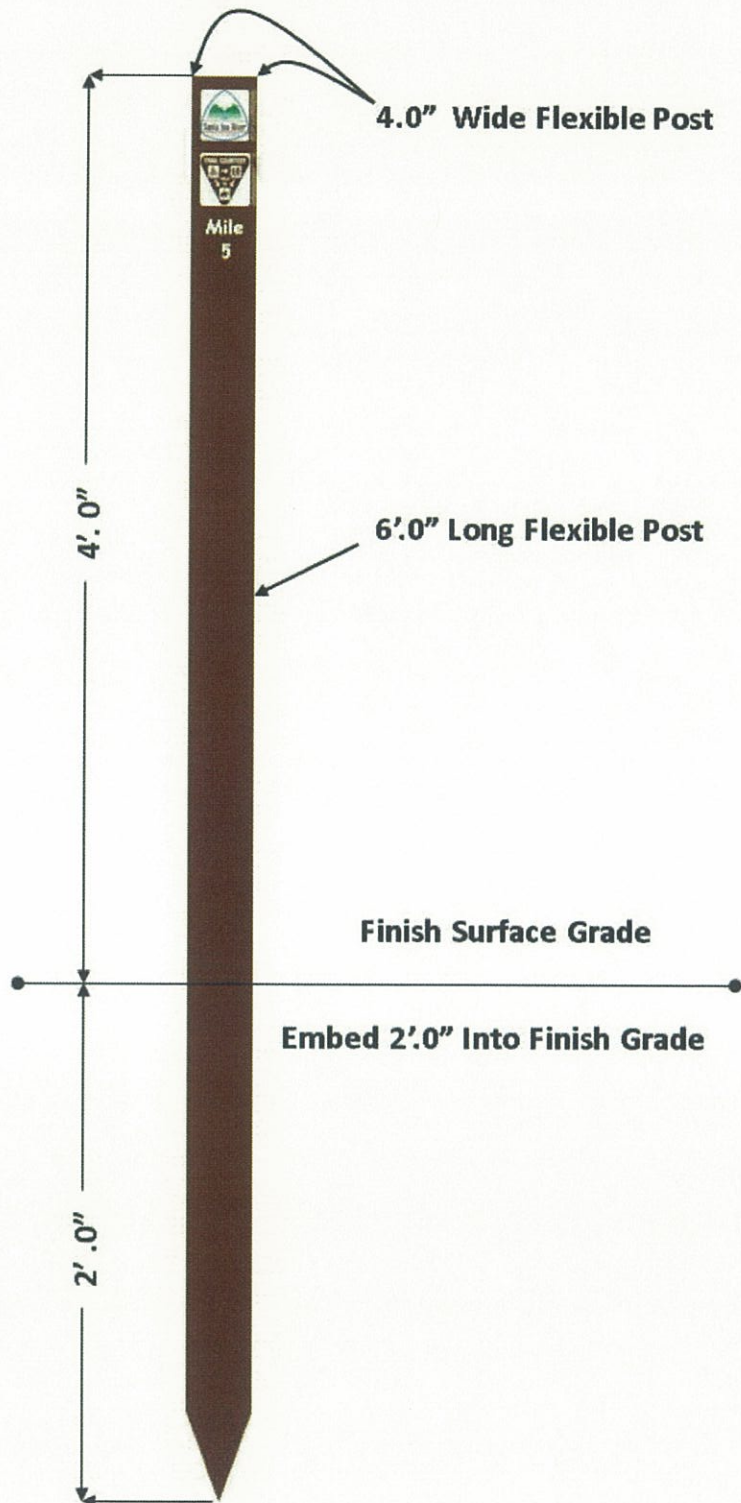
Mileage in direction of travel



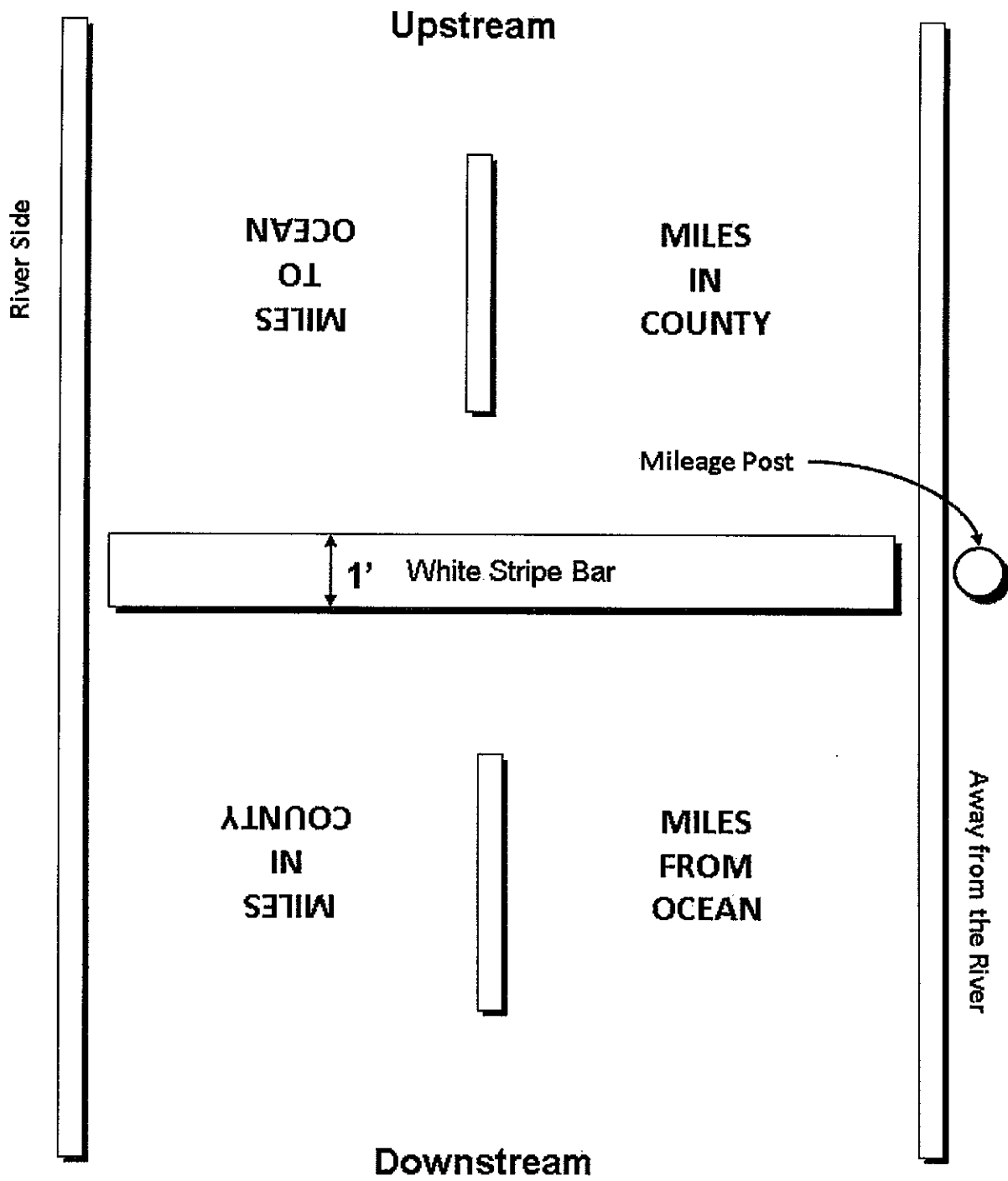
**Mile
5**

Santa Ana River Trail & Parkway Sign Post Template

Install posts every ½ mile



Santa Ana River Trail & Parkway One-Mile Mileage Striping Template



Example of a Santa Ana River Trail and Parkway Regulatory Sign Template



Santa Ana River Parkway

Public Art Policy



October 2011

Introduction

Public art, art in any media, sited or staged in a publicly accessible space, can enhance the public's experience of the outdoors. This artwork can create a sense of place associated with the Santa Ana River Trail and enrich the experience of those using the Parkway. Public art may be produced professionally or be planned and executed by community members. It may be installed permanently, temporarily or may be performance based, as in dance or a musical performance. In all cases, public art provides an opportunity to complement the natural beauty, history and cultural resources found along the Parkway.

Although placement of art is often a local decision, the following policy considerations will provide guidance of the use of public art along the Santa Ana River Parkway.

1. Consistency

Any public art installed or performed along the Santa Ana River Trail should be:

- Consistent with any Public Art Policy adopted by the local jurisdiction
- Developed, vetted, and adopted by the community to reflect their preference and values

2. Permissions

Installation or performance of Public Art along the Santa Ana River Trail requires the expressed written permission of the entity operating and maintaining the Parkway at that location. Permission should explicitly provide:

- A term for which the installation or performance is permitted
- Identify a responsible party
- Address insurance and liability requirements
- Secure any required permits

3. Accessibility and Safety

- Public art installed or performed within the boundary of the Parkway should be placed in such a manner where it is accessible and safely viewed or enjoyed by trail users. Public access and safety should be considered in the placement of art and the location of a performance. Consideration should also be given to the safety of those otherwise making use of the Santa Ana River Trail. An art installation should be placed in such a manner where the art may be enjoyed by all Parkway visitors and normal recreation activity on the trail can continue. Art works must minimize distractions such as light and noise which could impact the trail user experience.

4. Maintenance

Art installed permanently or temporarily along the Santa Ana River Trail should be regularly maintained in such a manner that the public may continue to enjoy it for the duration of the installation. Site clean-up should be part of the planning for performance art and other temporary events.

5. Community Standards

The Santa Ana River Trail serves a diverse community. Public art that is offensive or derogatory to any age, ethnicity or cultural group is discouraged. It should be noted, that viewing art in a public place is not a discretionary act and consideration should be given for all users.

6. Amendment of the Public Art Policy

From time to time it may be necessary to amend the Public Art Policy document. Amendments to this document will require the approval of the Santa Ana River Policy Advisory Group.